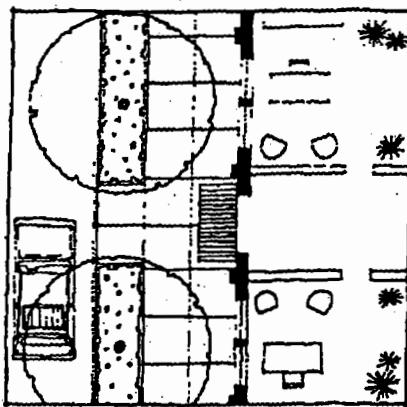
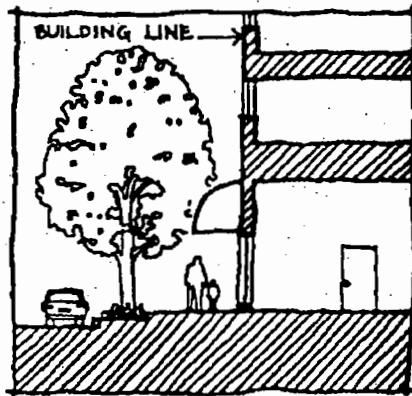


ATTACHMENT 1f

RPC URBAN DESIGN GUIDELINES

BUILDING LINE AT SECONDARY STREETS

Place the lower floors of buildings at the building line or alternate building line and orient retail uses and services to the street. Create interest at the pedestrian level with landscaped setbacks, public amenities, awnings, plazas and other devices. Where the building line is not coincident with the Right-of-Way line the building line shall accommodate the streetscape standards.



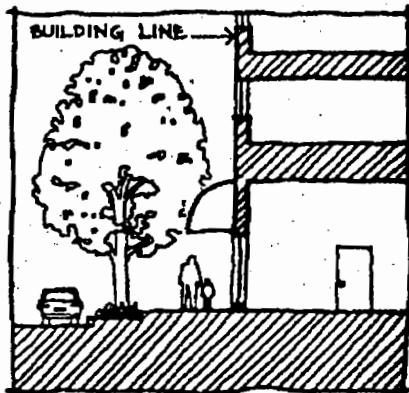
STREETSCAPE STANDARDS

The pedestrian environment should be made safe, convenient and attractive along secondary streets. To achieve this, the standard streetscape features a 15' wide tree planting strip along the roadway and a 10' wide sidewalk at the building edge. Street trees shall be planted approximately 30' o.c. and not more than 40' apart. Trees shall be selected from the list of "Acceptable Trees for Street Planting in the City of Rockville, MD" and at the time of planting shall be a minimum of 3.5" in caliper and 15" high.

TWINBROOK URBAN DESIGN GUIDELINES

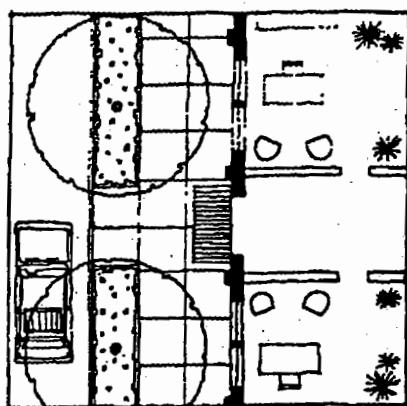
BUILDING LINE AT SECONDARY STREETS

— — — — Place the lower floors of buildings at the building line or alternate building line and orient retail uses and services to the street. Create interest at the pedestrian level with landscaped setbacks, public amenities, awnings, plazas and other devices. Where the building line is not coincident with the Right-of-Way line, the building line shall accommodate the streetscape standards. Consult the Functional Plans and Sections for location and site-specific information.



STREETSCAPE STANDARDS

The pedestrian environment should be made safe, convenient and attractive along secondary streets. To achieve this, the standard streetscape features a 5' wide tree planting strip along the roadway, and a 10' wide sidewalk at the building edge. Street trees shall be planted approximately 30' o.c. and not more than 40' apart. Trees shall be selected from the list of "Acceptable Trees for Street Planting in the City of Rockville, Maryland," and at the time of planting shall be a minimum of 3.5" in caliper and 15' high.

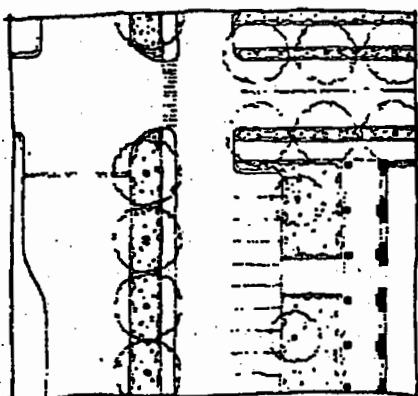


TWINBROOK URBAN DESIGN GUIDELINES

ROCKVILLE PIKE STREETSCAPE

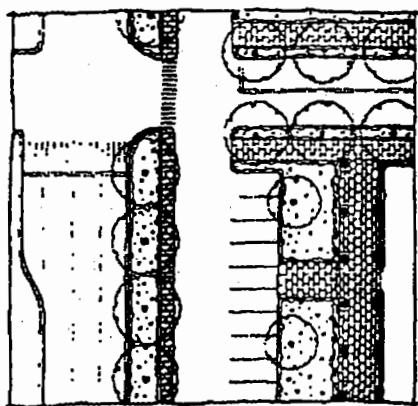


Provide a consistent visual image along Rockville Pike. A pleasant pedestrian environment can be achieved by lining the street level with arcades and retail stores that adjoin the sidewalk and by following the Streetscape Requirements, City of Rockville Sign Ordinance, and Access Management Plan.



BASE LEVEL DEVELOPMENT

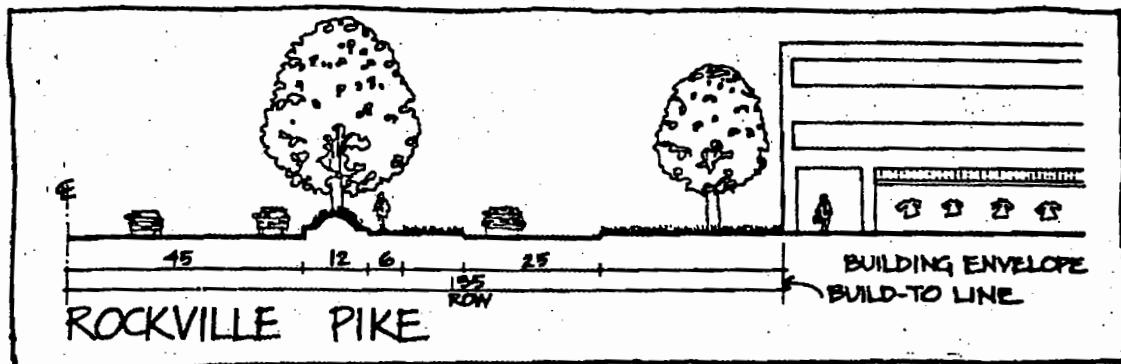
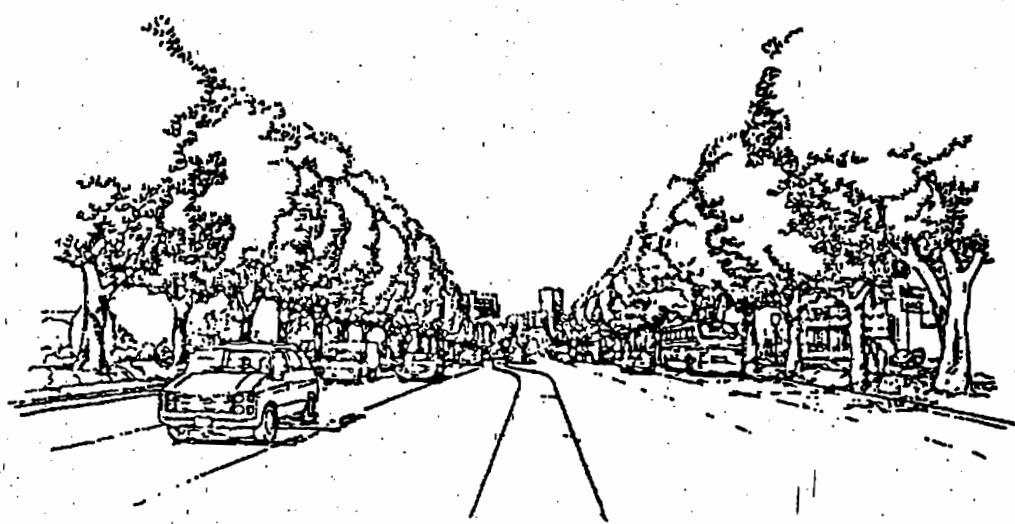
The streetscape treatment includes a landscaped berm with trees at the road edge, a 6' wide concrete sidewalk and a service drive. Maintain the build-to line at a distance of 135' from the centerline of Rockville Pike to provide a consistent visual image. Street trees shall be a minimum 3.5 inches in caliper, 15' high, and planted no more than 30' apart.



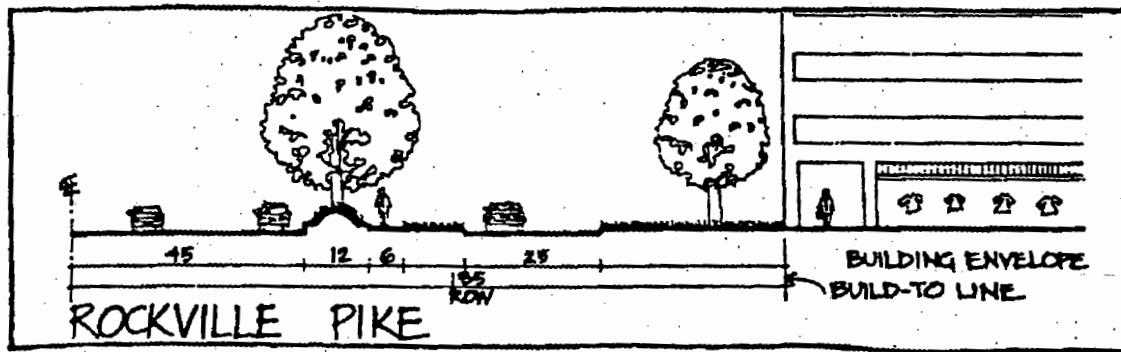
OPTIONAL METHOD DEVELOPMENT

In addition to the minimum requirements stated above, optional method developments shall include the following:

- splash block at Rockville Pike curb edge
- London walk pavers
- additional berm landscaping
- tree bed with landscaping at building edge



BASE LEVEL DEVELOPMENT



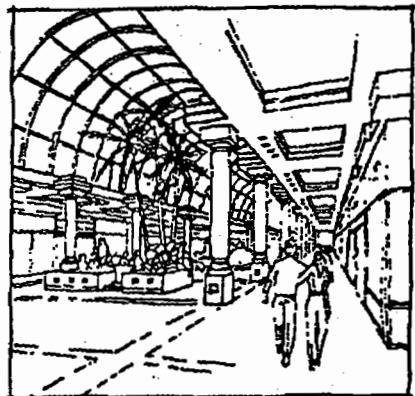
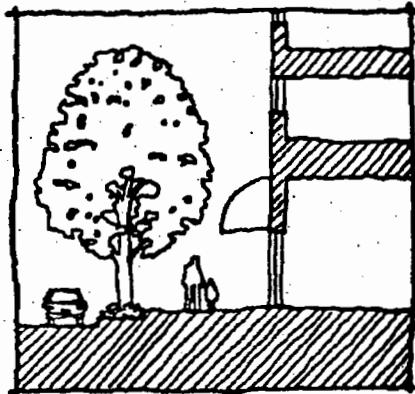
OPTIONAL METHOD DEVELOPMENT

TWINBROOK URBAN DESIGN GUIDELINES

PUBLIC PEDESTRIAN WAY

0 0 0 0 0

Provide a public pedestrian way allowing through-site circulation accessible to the public. Orient retail uses to pedestrian way to enliven the circulation route. Pedestrian ways, enclosed or open to the sky, are enhanced by utilizing arcades, colonnades, awnings, open spaces, plazas, entrance lobbies, landscaping, and public amenities. All of these elements are not expected to be used concurrently, rather the following examples serve as a catalogue of devices that lend an appropriate scale to ground floor retail uses and create a more pleasant pedestrian environment.



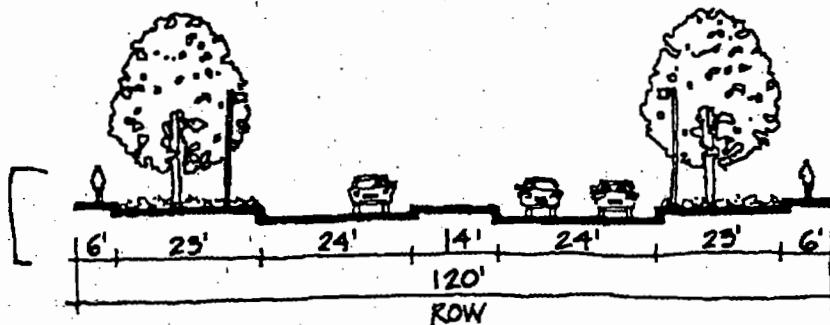
BASE ELEMENTS

The Public Pedestrian Ways provide a pleasant link between the Metro, office, retail establishments, and the surrounding residential areas. Locate retail and commercial activity adjacent to the pedestrian way to enliven the space and provide a 10' wide sidewalk and adequate lighting to enhance pedestrian safety. Plant street trees and landscaping in or adjacent to the pedestrian way in accordance with the following devices.

TWINBROOK URBAN DESIGN GUIDELINES

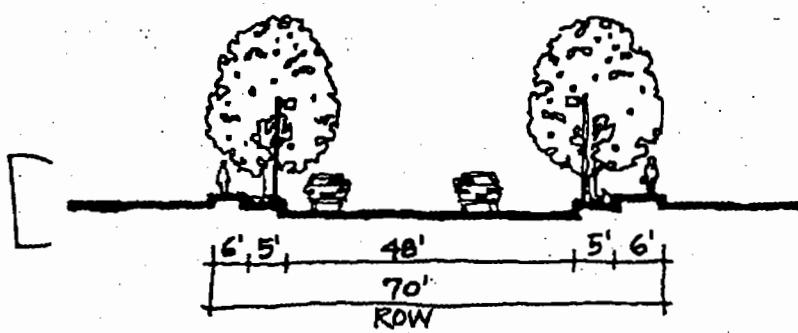
PUBLIC ROADWAYS

Vehicular movement is enhanced by improving the existing roadway network in the Rockville Pike Corridor. These improvements offer more options to motorists, increase the efficiency of local circulation, improve access to properties, and decrease intersection congestion. All developments within the Rockville Pike Corridor that dedicate a public right of way or easement for improvements shown in the Plan may include the dedicated area in the net lot area for the purpose of calculating F.A.R. The following roadway standards are required for dedication and construction of new roads in the City:



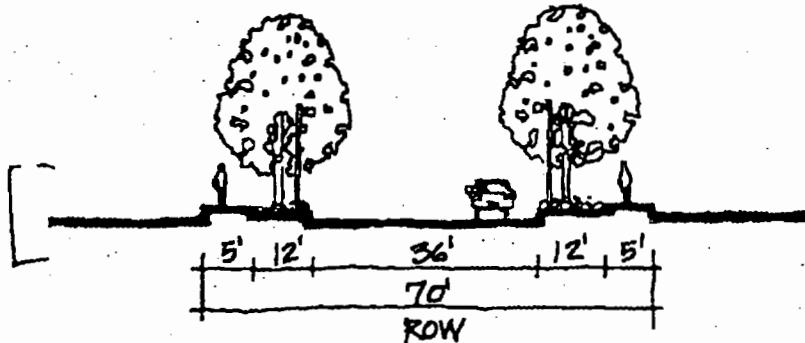
ARTERIAL

Arterial roads are built in a right-of-way at least 120' wide, containing two 24' paved sections separated by a 14' median strip. Curbs, gutters, sidewalks, lighting and landscaping also must be provided.



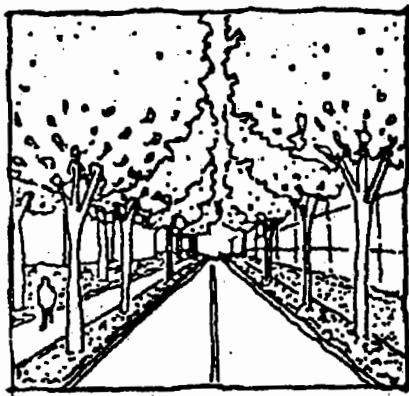
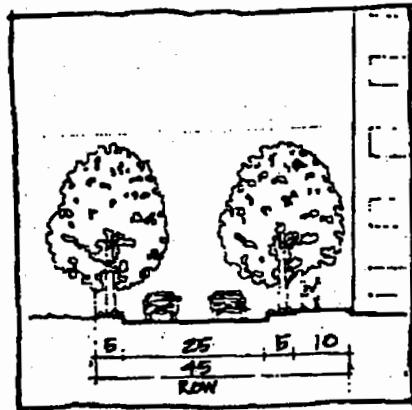
BUSINESS DISTRICT

Business district roads are built in a right-of-way at least 70' wide, containing a 48' pavement width. Curbs, gutters, sidewalks, lighting and landscaping also must be provided.



PRIMARY RESIDENTIAL

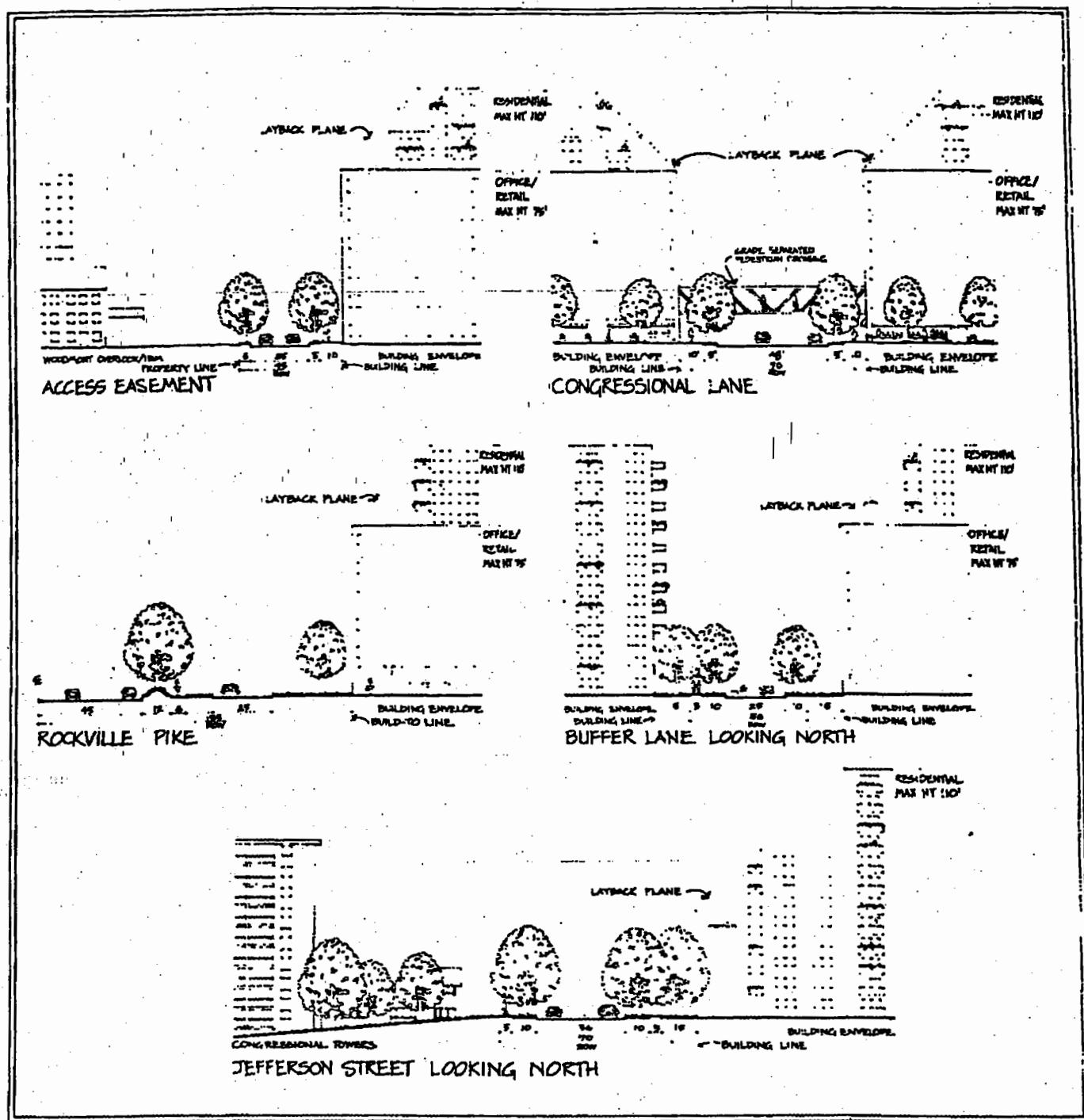
Primary residential roads are built in a right-of-way at least 70' wide containing a minimum pavement width of 36' for vehicular traffic. Curbs, gutters, sidewalks, lighting and landscaping also must be provided.



ACCESS EASEMENT

The roadway allows vehicular and pedestrian access to the interior of the site and provides a transition between residential and commercial/mixed uses.

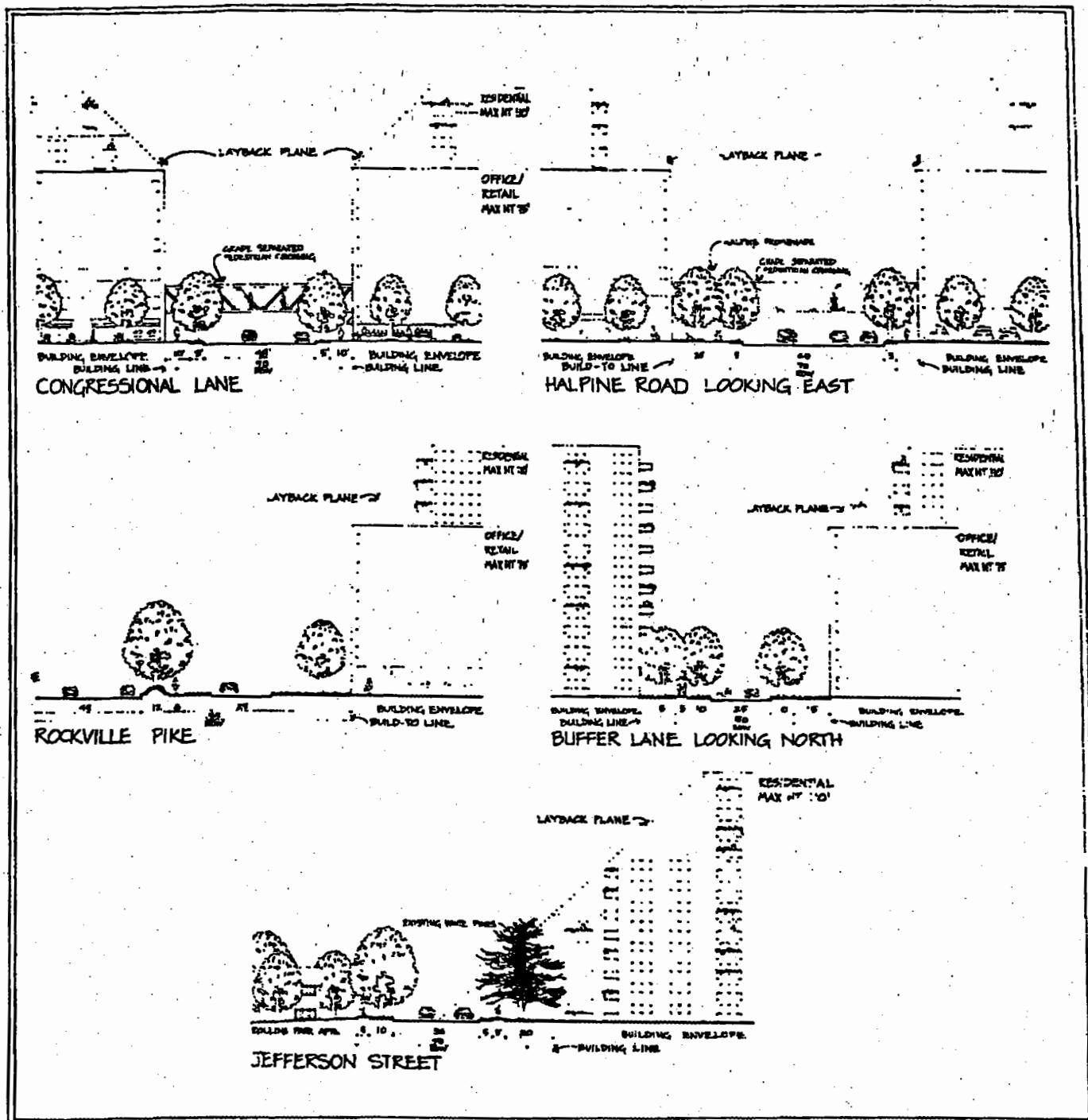
Access easement includes a 25' two-lane roadway, flanked on both sides by 5' continuous landscape strips with trees, and a 10' sidewalk on the south side. No setbacks from the sidewalk are required, however if one is provided it shall be a minimum of 15' and include an additional row of trees and landscaping adjacent to new buildings.



TWINBROOK METRO AREA

FUNCTIONAL PLAN + SECTIONS: PARCEL A

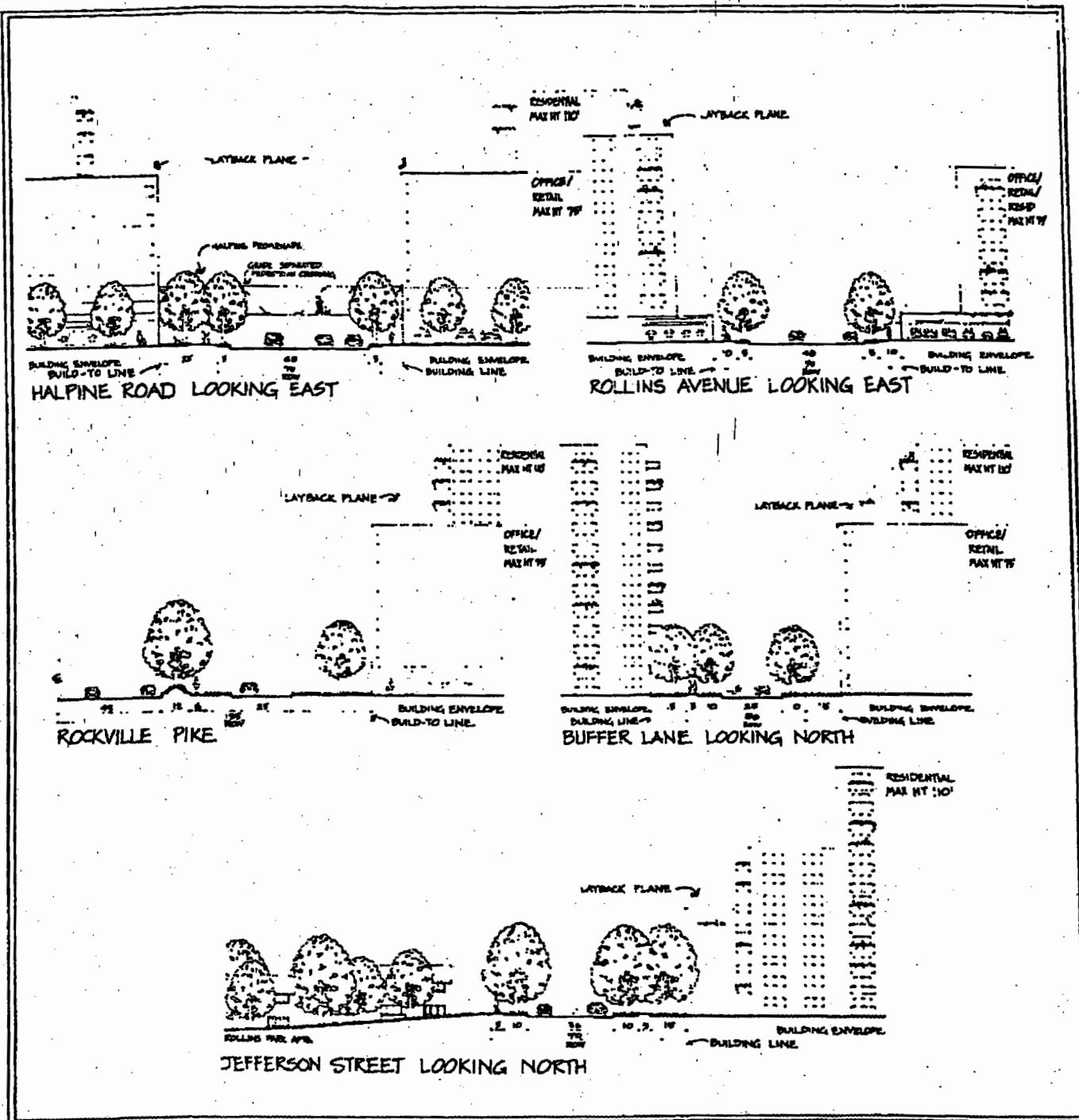




TWINBROOK METRO AREA

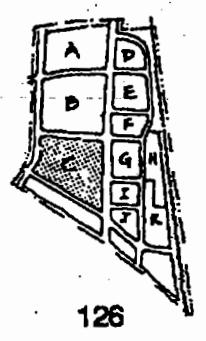
FUNCTIONAL PLAN + SECTIONS: PARCEL B

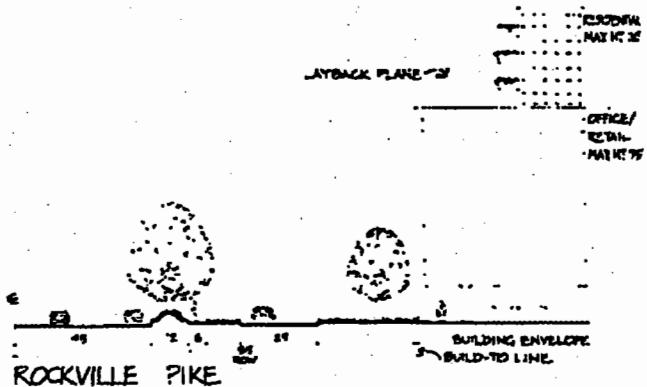
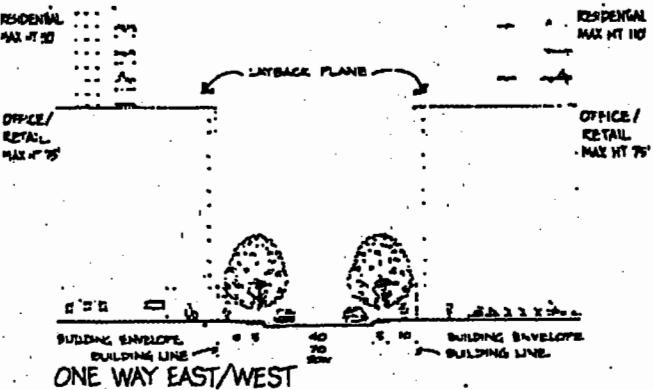
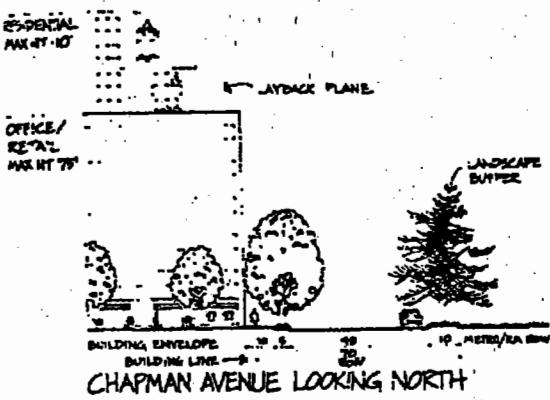




TWINBROOK METRO AREA

FUNCTIONAL PLAN + SECTIONS: PARCEL C



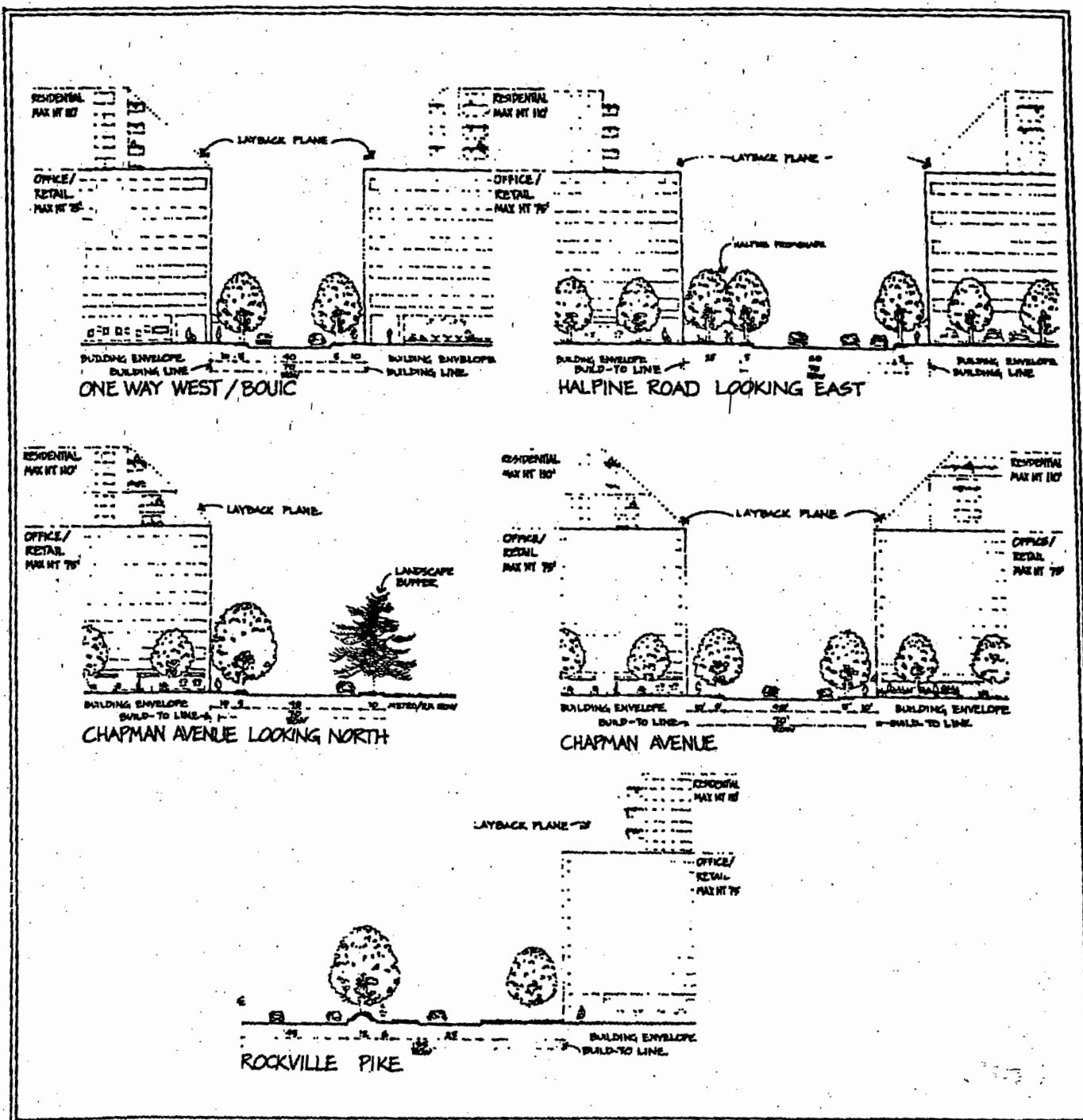


TWINBROOK METRO AREA

FUNCTIONAL PLAN & SECTIONS: PARCEL D, E

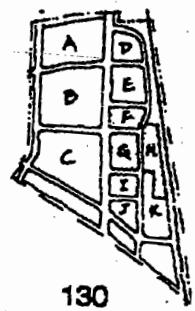


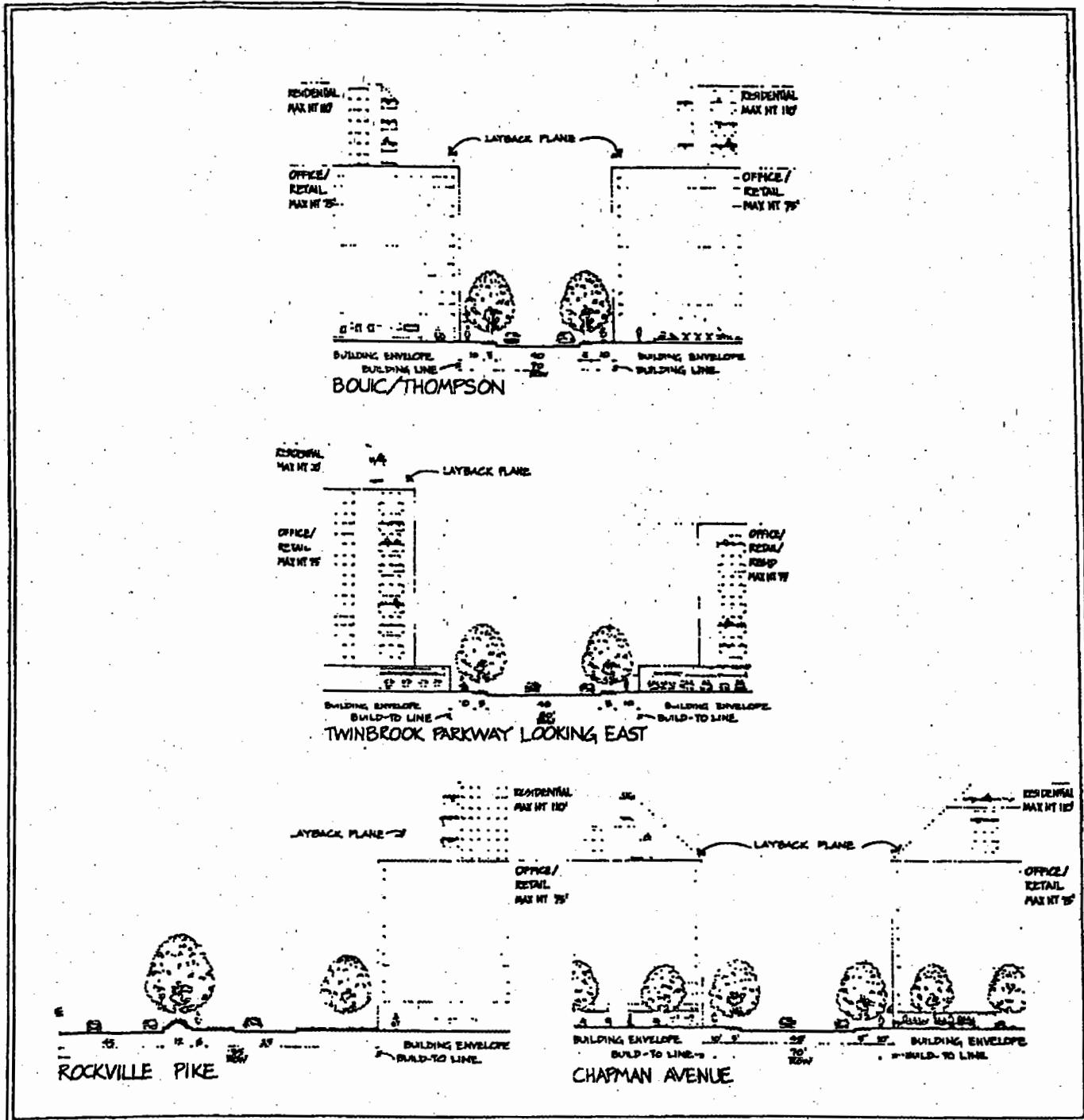
128



TWINBROOK METRO AREA

FUNCTIONAL PLAN & SECTIONS: PARCEL F,G ,H





TWINBROOK METRO AREA

FUNCTIONAL PLAN & SECTIONS: PARCEL I, J, K

